17 January 1966

To: Dr. Bud Wheelon

Subject: U-2R Proposal

Attachments: A. Three copies of SP-937, "Proposal for U-2R Airplane."
B. Three copies of Cost Proposal, U-2R.

Dear Bud:

The attached data describe the results of our latest studies on improving the U-2 type aircraft. As you know, we have been working diligently for well over a year on a company-financed design study to modify the U-2 airplane or, at least, to use its basic characteristics to get a cheap, long range, high altitude multi-purpose reconnaissance vehicle. The model which we are designating the U-2R does achieve a substantial advance over any subsonic aircraft currently flying.

After spending approximately [redacted] on trying to change wing planforms, wing sections and power plants, we find that the best concept is to make use of the improved P&W J75 P-13B engine. This power plant has now been improved to the point where our high altitude thrust increases between 15 and 22 per cent. This allows us to scale up the wing area from 600 to 1,000 square feet, and to operate at lower lift coefficients and slightly higher Mach numbers, avoiding the current high speed buffet conditions. 25X

The U-2R airplane provides a maximum altitude mission, having a range of [redacted] over altitudes of 68,000 to [redacted] With maximum fuel aboard, and a take-off load factor of two, an unrefueled maximum range of over [redacted] can be achieved. We are enlarging the cockpit and planning to use the latest pressure suit to provide better pilot comfort for such long missions. 25X1 25X 25X

We would plan to maintain the carrier operation, should you desire. Because of the larger wing area, the outer wing panels would be hinged and manually folded to provide for better handling on the carrier's elevator.

Knowing how difficult it is to obtain funds for new programs today, I am proposing that an absolute minimum development program for two aircraft be implemented to get this type of aircraft in hand. The price for two experimental units, including one airplane year of flight testing, is approximately [redacted] This does not include engines or mission gear. 25X

The non-recurring costs for such items as engineering, tooling, development testing and engineering flight testing create a rather high unit cost when charged off against two airplanes. Obviously, these non-recurring type costs would reduce substantially as additional airplanes were manufactured.

Sincerely, [redacted] 25X

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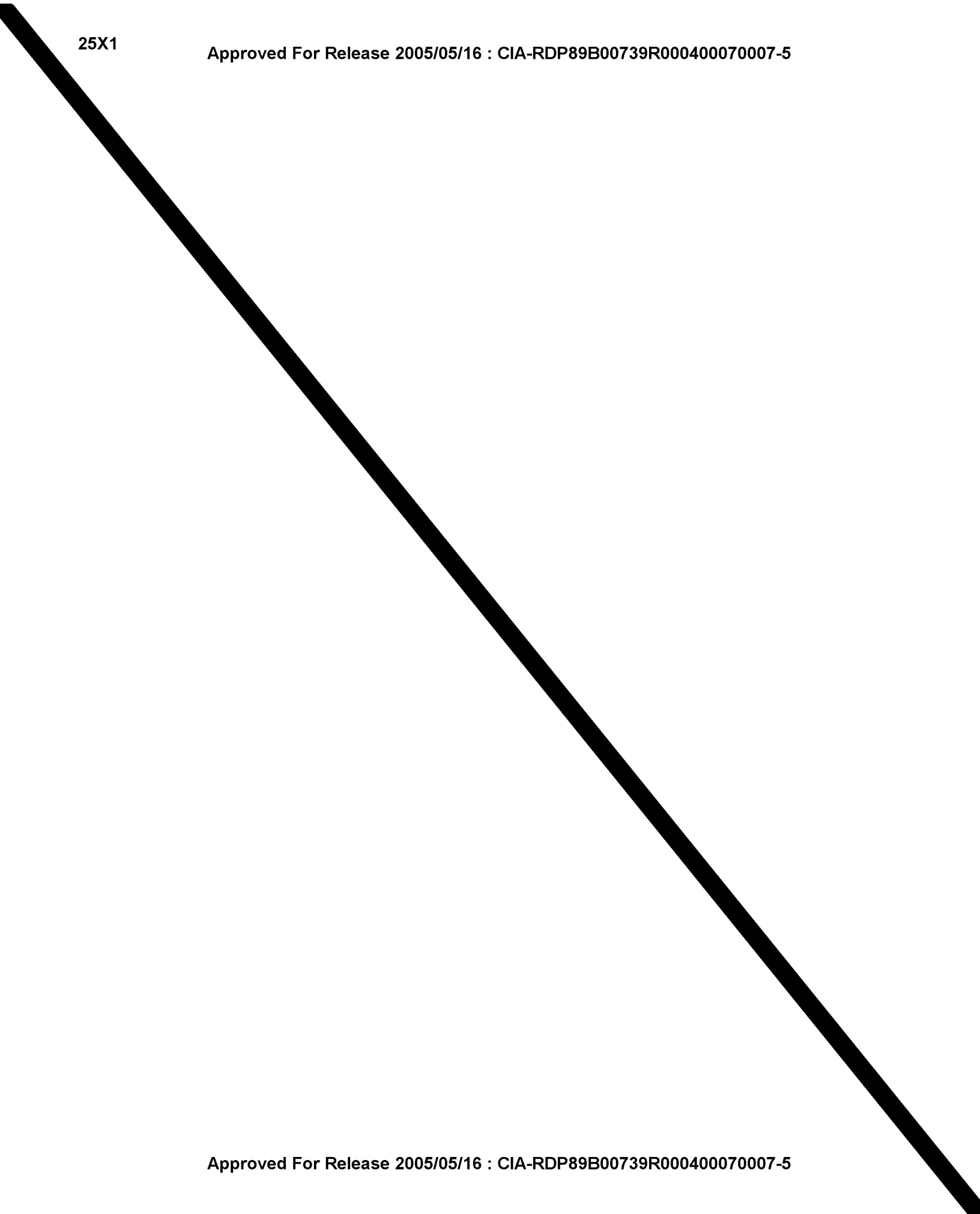

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